

ELLIOTT BAY SEAWALL PROJECT

PUBLIC SCOPING MEETING

SCOPY

Taken at Bell Harbor International Conference Center, 2211 Alaskan  
Way; Seattle, Washington.

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SANJAY DAS: Well, personally we know the streetcar has been inactive since 2005, and basically with this Seawall Project, I know this would be a separate project, but I'm on a campaign to revive the waterfront trolley.

But while you're dealing with the -- while we're dealing with the -- while the seawall is the primary concern for this project, then -- well, then my point is don't tear up the tracks, you know. Thank you.

HEATHER TRIM: I'm Heather Trim with People For Puget Sound, and I hope people realize how exciting tonight is because when we started this process in 2002, we were not having the discussion we're having right now.

So we are -- a lot of great stuff has happened. A lot of good work has been done actually by the agencies in terms of preparing for today, and we're having a very different discussion about what that water's edge can be for downtown Seattle.

And what I hear from our design friends is that the new Seattle Waterfront, not just the water's edge, but the whole design of the whole thing is the most exciting project in the United States right now, and designers all over the world and in the United States are very excited to apply or begin the process of the design of the top part. We have an excellent team in place for the seawall, a science team, which is already underway.

So People For Puget Sound has been very involved and really wants to see great habitat value for this project. And one of the things we'd like to see is that the team come up with a range of options, so that when the design team, the other half of this effort is able to look at options for the edge, they have a range to look at in all of the areas of the waterfront. And along with that, we'd like to see a diversity of habitat options all the way along the current edge.

We also would like strong consideration to the fact that we are no longer having to support a heavy viaduct, and that there can be some more creative options and outside the box thinking with regard to that.

We also would like to not have it be a linear straight feature, but have cutouts and diversity in that regard as well.

And finally, we'd like to see that the development is to the metrics of success, that it either would be through this sort of formal process or through the overall bigger process of how we would define the end product is successful.

And some of the things that we'd like to see is a minimum of 30 percent habitat along the central waterfront, and that it is not the seawall face treatment. We don't consider that -- that's nice, but that's not what we're considering in terms of habitat. We're talking about little beaches, areas of other kinds of diversity.

We'd like to see continuous fish migration corridors. We have up to 20 to 30 million juvenile salmon coming out of the Duwamish

every year and having a choice of coming along the central waterfront, a way for them to come through. And that is, again, the variety of different types of options.

And then finally that people can feel and touch and enjoy the water directly. Thank you.

JANICE BLAIR: I just have a quick question. I'm Janice Blair, and I'm a neighbor across the street. And my question is why are you just doing one part of it at a time instead of the entire Washington to Broad Street? What was the rationale? Is it just cheaper to do a little bit?

BOB CHANDLER: Two answers to that, and I'll be very honest. Primarily one of them is financial. We're looking at something that's well into 200 million, probably around 275 million for the first piece. The second piece is just as long physically, so you're looking at another large chunk of funds.

Two, the first piece is where we're removing the Viaduct, doing substantial work, so we need to get that all put back together. So we don't want to be out here doing a seawall piece, a waterfront piece and drag that out over years.

So we want to get that central part done as quick as we can. That doesn't mean it's quick, but it's so we do it as soon as we can. Then we'll come back and do the north piece.

The other part is the central part is the most vulnerable. It's where the higher walls are. We've got substantial damage there, and it's where most of the infrastructure that's at risk is behind

it.

So there's two parts to this. One has to do with funding and the scheduling the other waterfront improvement. Two, the competent soil is shallower the farther north you go, and so your risk level is a little different.

That doesn't say it doesn't need to be replaced. We're not worried about it, but there is a little bit of that going on, too. So it's a combination of all those factors.

BRIAN FREDERICK: My name is Brian Frederick, and I am also a neighbor across the street. We live down here, and my concern -- actually, my concerns are several. One would be the noise and vibration obviously during the construction process.

Secondly, the staging location where all the equipment and materials will be maintained, access to our home and garage during the construction period, and air quality during the process.

And then finally the configuration of the street and sidewalk and other pedestrian amenities when it's completed.

LINDA MULLEN: Obviously, we don't have those answers now, but that's good input. Thank you.

BRIAN FREDERICK: Those are the concerns that we have.

LINDA MULLEN: We have one more.

SHANNON LOEW: My name is Shannon Loew. I'm a neighbor and also an architect. I'm curious about what kind of scenarios you're planning for in the engineering of different options of the seawall.

In particular, I'm curious about, as contentious as it may be, further development that's going to happen should the Viaduct come down, both the initial loads for construction in that area as well as additional loads for any future development, whether small-scale construction or large.

LINDA MULLEN: Bob, do we know that answer yet?

BOB CHANDLER: I can give a partial answer. This will be designed to what we call a thousand year event, which is a fairly large earthquake, and it's a little less than what we were talking about given this is a different situation than two or three years ago with the tunnel junction.

That's pretty substantial ability to hold up almost anything that goes above it. And so from an engineering standpoint, we achieve that, and that's pretty much going to stabilize whatever was chosen on the upland side.

Back to kind of an underlying question is what happens with the central waterfront? The city will start the process very shortly to select design teams for the overall design of the central waterfront. That process starts next fall, and that was up here on the schedule.

So there's a lot more coming on the overall design. One of the questions is what's the street and pedestrian facilities going to be like? That's coming as part of that process, and that's where the determination is going to be about what's going to be on the upland side, how the roadway is going to work, and what the open space is going to be like.

That's coming, too, so we're going to have a very interesting time over the next few years planning what this part of Seattle is going to be like. And, candidly, we're all pretty excited about it .

LINDA MULLEN: Any other things you'd like these folks to think about in the steps moving forward?

Okay. Well, if you do have something, write it down, talk to the court reporter or type it up, and thank you very much for coming out this evening.

IRENE WALL: I'm Irene Wall. I'm a long-time -- actually life-long citizen of Seattle, and I've had a long-standing interest in waterfront land use management of the city.

My main concerns with the seawall replacement are that we respect the history of the waterfront, and we can do that in ways that include retaining parts or all of the historic railing.

And in that same vernacular, I would love to see us retain at least a portion of the Alaskan Way Viaduct as an elevated view platform. I think it'll be kind of a shame when we lose that spectacular public view from the top layer of the Alaskan Viaduct.

With respect to the waterfront, I think we should be very certain to look at alternatives to reduce the amount of construction noise and time spent in construction because that will have the most adverse impacts on historic businesses along the waterfront, and I would like to see as many of them be saved and not put out of business through this process.

I want to make sure that we make choices that don't overly

sanitize the waterfront. Seattle has had a historic working waterfront that's part of the character that brings both locals and tourists to the waterfront, and I want to make sure that whatever choices we make don't overly prettify us.

I think it's interesting the experiments with habitat recreation, but I hope that speculative habitat recreation methods do not take precedence over treating the area as a transportation corridor, which it is and will always need to be.

Another important matter I think is to preserve the sanity of people who use and live here and work here. We need to organize the construction of the seawall and the upland portions of surface Alaskan Way in a coordinated fashion, because the idea is to dig once. You do not keep digging over the years to do two projects. Try to keep these projects coordinated and linked in terms of construction to reduce impacts.

I think I'd like to also say let's remember what we want ultimately out of the waterfront, and that is we want to -- I personally want to hear the seagulls. I want to smell the salt water. I want to hear ships. I want to see ships. That's what the waterfront is about.

It's not about trees. It's not about lawns. It's about water, and it's about getting out over the water, not necessarily touching it, but seeing it, feeling it, and importantly hearing it.

And to that extent, I would like to see Pier 62, 63 preserved as much as possible because it gives people a great experience being



out over the water on one hand, and looking back and seeing the beautiful city, especially at night under lights.

You get the best of both worlds. You get water, the smells, the sights of the city, and the sounds of the water lapping, and I think we should protect that. I think that's a critical feature of the future waterfront for everyone, tourists and residents alike.

STATE OF WASHINGTON )

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COUNTY OF KING )

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